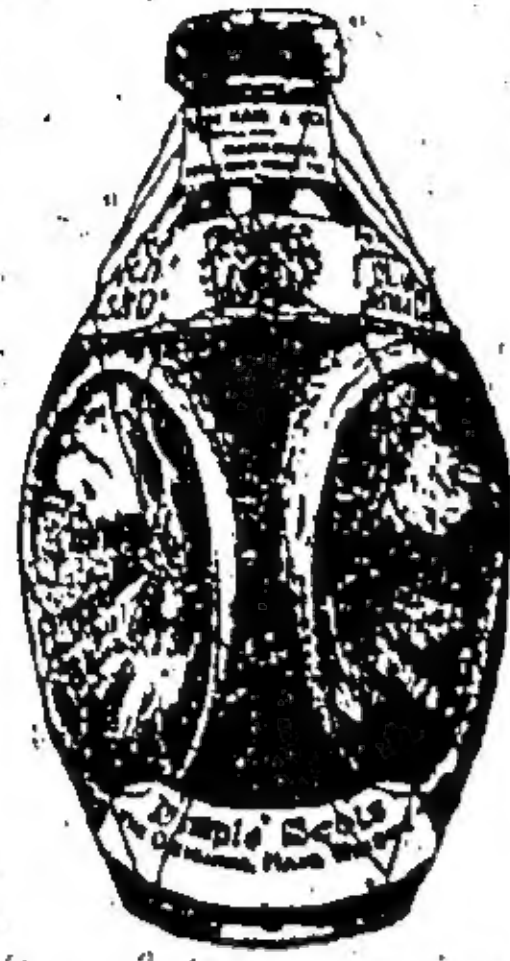


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Along Elec.	403	Humphreys	231

AND VARIOUS OTHER LOTS
Prospective buyers are reminded that sales or purchases of lots mentioned depend upon purchase and market fluctuations.

THE ECONOMICS OF RICE.

The recent conversations between French Indo-China and Japan on economic questions, are leading to numerous articles on the tariff policy of the French colony. *Impartial* gives the following as the value of the rice imported by Japan in 1923-24:

Burma	Yen 13,785,000
Siam	21,498,000
Indo-China	12,576,000
Other countries	15,000,000

That paper goes on to give three reasons why the French possession should be at the bottom of the list. In the first place, it says the quality of the rice exported from Indo-China is unequal, and very often inferior to the standard quality of Siam rice. Every country is given to crediting its competitors with virtues they do not always possess; and warnings have several times been issued here recently that Siam will throw away her undoubted advantage in quality if she will not maintain a standard, will not cease mixing inferior grades with higher. The second reason given is that the high export duty makes the price of Indo-China rice higher than that of the neighbouring countries. That statement would also surely need qualification. Saigon rice is not actually dearer than Siam rice. The third reason given is that owing to the high import duty on foreign goods, Japanese boats going to Saigon for rice have to go in ballast, while in Bangkok they usually carry merchandise. That tends to send freight up. The main business of the economic mission in fact was to arrange a system under which the importation of certain Japanese products would be favoured, with a view to an increase in the export of rice to Japan. Mr. Cucherousset is glad that what he terms the disastrous results of the policy of excessive protection in Indo-China is being brought home to certain narrow and intricate circles. With lower import duties, he argues, there would be a big increase in imports, and there would yield a bigger revenue, reduce the cost of living, and enable the Government to abolish the export duty on rice. Not that he would accede to what he terms the absurd demands of Japan, but he would arrange the tariff strictly in the interests of Indo-China. Since fiscal autonomy is to be expected here in a not very distant future, these negotiations are not without their lesson for Siam. *Bangkok Times.*

U.S. COTTON STANDARD. INTERNATIONAL CONFERENCE.

Important meetings were held at the American Embassy in London on July 21st and 22nd between representatives of the United States Department of Agriculture, at Washington, and the European countries to the original agreement by which universal standards for American cotton were first adopted. The following official statement was issued:

The Department of Agriculture has submitted to the delegates a proposed draft form of supplementary agreement for the administration of the Act in Europe, which has received very full consideration. After making certain suggestions for the alteration of this proposed agreement, the delegates from the United States, France, Germany, and the Netherlands have agreed to recommend it to their members for adoption. The Manchester Cotton Association delegates made certain suggestions to be included in the supplementary agreement, which, if adopted, will facilitate the working of the Act.

The supplementary agreement, with the amendments, will be submitted to the full board of directors of the Manchester Cotton Association at an early date. The representatives of the Manchester Cotton Association, while they have consented to submit this draft agreement for the consideration of the members of their respective associations, have informed those present at the conference that they do so without prejudice. The Liverpool Cotton Association delegates, however, were unable to express the hope that this agreement would meet the objections of their association.

RAW COTTON SHORTAGE. THE EMPIRE'S SUPPLIES.

Mr. Fred Holroyd, president of the Federation of the Master Cotton Spinners' Association, speaking at the annual meeting of that body in Manchester on July 22nd, referred to the shortage with which the American section of the cotton trade had endured a trying year. "No other important industry of the Empire," he declared, "could possibly have faced prolonged bad trade and consequent huge losses with more optimism for the future." The depressing continuance of unremunerative business circumstances did not suggest that their troubles were at an end, he continued. Their tribulations were primarily due to the international situation and the shortage of raw cotton. The task of finding and developing new sources of cotton supply was a stupendous one, but it was encouraging to note that much progress had already been made by the Empire Cotton Growing Corporation, and he hoped that at no very distant date they would be able to secure within the Empire such a quantity of raw cotton as would at least supplement the short crops from America, and thus avoid the famine conditions from which they were suffering. With regard to future prospects, he said that much would depend on the extent of the new American cotton crop. In the event of that being a substantial one, he believed the turning point would have been reached.

If all the time men spend in shaving were devoted to thought about public affairs, they could solve all those knotty questions such as the stabilisation of the exchange before the week was out.—*Mr. Robert Lynd.*

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IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston cooled for its great heat radiating qualities is used so neither the combustion chamber nor the head of the pistons gets hot enough to bake the residue from the exposed gases to form carbon which there is still enough heat maintained to handle the explosive mixture effectively.

3—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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RISE IN COTTON PRICES.

A very decided rise in cotton quotations took place on July 22nd in the Liverpool Exchange. In response to bullish overseas advices futures opened 61 to 65 points up, and soon quotations gave near 71 to 74 points up and distant 50 nears 71 to 74 points up the day. Later the tendency was further upwards, and finally futures closed very steady, 96 to 103 points up on the day. The crop condition on July 15th was given as 88.5 per cent, thus indicating a deterioration since June 25th of 2.7 per cent. This estimate was below general expectations and had a bullish influence. Commenting on this fact, the *Manchester Evening Chronicle* states that "it is feared that speculators have once more been at work, and that there has been some sort of manipulation, with the idea of maintaining the high prices at present ruling." It adds: "The immediate effect of the rise in values at New York will be to check all business here for the time being."

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

August 19th, 1924.	
Hongkong and Shanghai	Bankers \$1,105 b.
Canton Insurance	\$700 b.
Union Insurance	\$274 b.
Hongkong Fire Insurance	\$500 b.
Douglas Steamships	\$208 b.
H.K. & M. Steamboat	\$208 b.
"Star" Ferries	\$214 b.
China Steam	\$240 b.
Kowloon Wharves	\$184 b.
Whampoa Docks	\$1594 b.
Shanghai Docks	\$1,924 b.
Hongkew Wharves	\$1,194 b.
New Engineering	\$116 b.
Hongkong Land	\$211 b.
Hongkong Hotels	\$221 b.
Hempshy's Estate	\$104 b.
Ewo Cotton Mills	\$1,104 b.
Cements	\$194 (old) \$5 (new) b.
Hongkong Ropes	\$20 (old) \$7 (new) nom.
China Provident	\$154 (old) \$5 (new) b.
Dairy Farms	\$274 b.
Waterboats	\$104 b.
Hongkong Electric	\$104 b.
China Light	\$16 (old) \$4 (new) b.
Hongkong Tram	\$42 b.
Peak Tramways	\$19 (old) \$4 (new) b.
"Shell" Transport	\$274 b.
Lane Crawford	\$118 b.

b—buyers; s—sellers; n—nominal.

The Charming Comedienne
CONSTANCE TALMADGE
IN
"THE STUDIO GIRL"
SHOWING TO-DAY
WORLD THEATRE.



GEORGEOUS Thrills on Land
and Sea in the Greatest
Romance ever screened.
To-morrow at the
CORONET

PREVENTION AS REMEDIES.

In caring for your eyes prevention is inexpensive, remedies are often costly.
Forewarn your eye trouble by having your eyes examined if you feel the slightest strain when you are using them.

CHINESE OPTICAL CO.,
EYE-SIGHT SPECIALISTS,
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MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO. LTD.

CONSIGNEES per Company's Steamer "MACHAON" are hereby notified that the Cargo will be discharged into Ho's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Ho's Wharf. The Cargo will be ready for delivery from Godown on and after 18th August. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd August will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th September, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th August, 1924. [1147]

S.S. "PAUL LECAT."

SERVICE CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSHALL ISLANDS, also Cargo ex s.s. "VILLE DE VERDUN" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 27th instant, or they will not be recognised.

All damaged Packages will be examined on Saturday, the 23rd instant, at 10 a.m., by Messrs. Goldard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSEL, Agent.
Hongkong, 17th August, 1924. [1149]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1923.
Revised by the Members.

PRICE 85.
DAILY PRESS OFFICE.

New Flannels for Lounge Wear



Shades of Brown are the predominant colours now being shown in the West End of London for Lounge and Sports Jackets to wear with White or White Striped Trousers.

Jackets in Five of the Most Popular Shades—\$27.50 and \$33.00.

Trousers in White or White Striped Gaberdine or Serge—\$16.50 and \$19.50.

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Tabaqueria Filipina,
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Cigarettes

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\$100,000 WORTH OF STOCK

MUST BE CLEARED TO MAKE ROOM

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**SWEEPING REDUCTIONS
DURING THE NEXT
TWO WEEKS.**

Bargains in Furnishings, Men's
and Ladies' Wear.

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THE BOY SCOUT MOVEMENT IN HONGKONG.

"THE REAL NEED."

The present issue of the *Sifter*, the official organ of the Boy Scout Association, Hongkong, well maintains the promise of the first number of the new volume. It contains a nice variety and interesting and very instructive articles by local writers. Mr. Cyril Champkin, the Acting Commissioner, is able to record a gratifying increase in the number of members of the Association though he says the response to the appeal is not so great as had been hoped.

The Director of Education, he writes, "has been kind enough to obtain for me some highly interesting and instructive opinions and statistics regarding the possibility of extending the Boy Scout movement in the Schools of the Colony. These deal with about 3,500 boys between the ages of 10 and 17 years, attending 13 schools. Only 115 are Boy Scouts, 170 others are keen and willing to join and 530 more might become Boy Scouts if we had the means of training and equipping them."

The real need of the Boy Scout movement in Hongkong is not boys, but men. "Scouters" as we call them, because we are rather shy of the word "Officers." We need leaders from the schools, the Government offices, banks, shops, dockyards and merchant houses; leaders who will throw themselves heart and soul into the glorious game of training boys to be men. Half-hearted supporters are of no use as Scouters.

Among the contents of the current issue of the *Sifter* is the facsimile of a letter from H.E. The Governor stating that he had read with great satisfaction the account given by Scoutmaster K. C. Kong of the behaviour of the members of the 7th (Saiyungpun) Troop, who were involved in the recent and motor-bus accident. "The record shows that these Scouts, notwithstanding their own injuries, devoted themselves to helping their unfortunate fellow-passenger, thus affording a fine example of the Scout spirit." His Excellency adds: "The 7th Troop is to be congratulated on possessing members who have so thoroughly absorbed the spirit of the Scout movement as to be able to render immediate and effective help to the wounded, forgetting their own injuries and the shock from which they were suffering."

ETHICS IN BUSINESS.

RELIGION AND SCIENCE.

LORD LEVERHULME'S VIEW

The Messel Memorial Lecture before the Society of Chemical Industry, at Liverpool, on July 10th, was read by Viscount Leverhulme, who has been presented with that medal for 1924. He said it was a question whether science or religion had accomplished most for the welfare of mankind. Clear thinking on both was never more necessary than to-day, for they were not in conflict one with another, and professors of religion and professors of science learned to go arm in arm through life, raising the level of mankind higher and higher, from that of brute beasts to that of the angels. For too long the Bible had been forced on mankind as something that had to be accepted in its entirety, and this had produced a paralysing effect on its true value. Men of science, once freed from the thralldom of the Church's wrong interpretation and administration of the Bible, had made more progress in raising the level of comfort and happiness of mankind in the last two centuries than was achieved by the Church in the preceding centuries of her almost complete control. In the past they had seen nations brought to the verge of collapse through an excess of religious zeal, just as to-day Russia was on the verge of collapse through ignoring the teachings of religion.

If it could be said that religion had not kept pace with the achievements of science, still less had industrialism in modern manufacturing activities kept pace with religion. Improved methods of production had not resulted in improved conditions for the workers, and until manufacturers could overcome the limitations of their outlook on the human element in production, it would be a drag on science in its efforts to confer better living conditions on mankind. Future production rested on giving more attention to the man behind the machine than to the machine. Manufacturers could only get the close touch necessary with their man power through religion. No manufacturer to-day ignored the hard facts of natural or economic laws, but to ignore the ethical laws of the Sermon on the Mount, to give poor working conditions in factories and keep wages down to their lowest limit was good business, and was regarded as the sign of a clear-headed business man. Labour and trade unionism also seemed to think that short hours, short output, and high wages were good business. Both were ignoring the ethical laws of the Sermon on the Mount, and would as inevitably come to grief as if they had ignored the law of gravity. Service to others was the only true road to happiness. All the suggested Socialist short cuts to welfare and happiness had been tried over and over again, and had always ended in increasing human misery and wretchedness. Christians had neglected the fundamental truths of their religion, and it was unfortunately a fact that bishops and clergy of all denominations had almost universally acted, and some even so spoken, as though the teachings of Christ were not applicable to modern commercial life. This ignoring of a sound ethical teaching seemed to be due to a certain maudlin emotionalism directly introduced into religion by the Church. It had brought

(Continued at foot of next column.)

OPIUM CHARGE.

TWO SEAMEN ACQUITTED.

Wong Kam, seaman, and Kwan Sheung, cook, both of the *s.s. On Lee*, were charged before Mr. R. E. Lindsell at the Central Magistracy yesterday, with the possession of 180 taels of illicit opium, valued at \$2,100.

It was stated by the police that the opium was found on Sunday last under a bed which both defendants were occupying at the time.

Mr. B. S. Corke, defending, suggested that at least twenty members of the crew used the bed in question, and that it would also be readily accessible to any steerage passenger.

Without calling on any evidence for the defence, his Worship ordered the defendants to be discharged. The opium was confiscated.

STOOL AS MISSILE.

ANGRY WOMAN'S RETORT TO ANOTHER.

Before Mr. Hamilton at the Kowloon Magistracy yesterday, a Chinese woman was charged with assaulting another.

Inspector Blackman explained that the complainant chastised defendant's little girl, who had been fighting with her own daughter. The defendant remonstrated, and a quarrel arose, in the course of which the accused threw a stool which struck the complainant on the head. It was not a hard blow.

Defendant denied throwing the stool, asserting that the complainant hit her, and she pushed the other woman, who struck her head against a railing.

Both women were bound over to \$25 to keep the peace for six months, and the defendant was ordered to pay the complainant \$1 compensation.

GAMBLERS ALL.

RAID ON A MATCHED IN KOWLOON CITY.

Fifteen male Chinese, some of them quite young boys, came before Mr. Hamilton at the Kowloon Magistracy yesterday on a charge of gambling.

Inspector O'Keefe, giving evidence, said that at 9 p.m. on Monday, he went with a warrant to a matched off Kowloon City Road with a party of police. All the defendants, with other men, were squatting round some lamps, playing "Sam King."

On seeing the police they stampeded, and some escaped, but the fifteen defendants were all arrested after a considerable struggle.

A fine of \$2, or four days' hard labour in default, was imposed.

CINEMA NOTES.

THE CORONET.

Local cinema-goers have their last chance this evening of seeing "The Great Impersonation," the film version of E. Phillips Oppenheim's book of the same name. James Kirkwood plays the leading role.

THE WORLD THEATRE.

In "The Studio Girl," Constance Talmadge clinches even more securely the high favour she has enjoyed in the hearts of world's film audiences by her delineation of a captivating, if capricious, girl. This picture was directed by Charles Giblyn from Paul West's adaptation of "La Gimpie," by Pierre Veber and Henri de Grosse.

Celia Laird runs away from her home in Cliff Haven, a tiny new England home village, and a loveless marriage with Obediah Daw, a deplorable but not the village "catch" by hiding in the tonneau of Frasen Ordway's car, as he motors back from a vacation in her home town to his New York studio. He puts her on a train supposedly bound for Cliff Haven, but when he gets to his apartment that evening, he finds her asleep in his armchair. Unwillingly, she aids him get out of his engagement with another girl and together they elude the warrant sworn out against him by the Cliff Haven constabulary for abduction. Indignation and rage change to delight and happiness as she reigns supreme.

religion into disrepute with scientists and business men. Such emotionalism had no foundation in Christ's teaching, for He always acted and spoke as a scientific world. It was for the clergy to recognize the scientific basis of religion and teach those facts. While it was true that we relied on science for our present comfort and well-being, we had made no ethical advance, and still relied on brute force and costly armaments, made more brutish and costly by science until their ruinous modern costliness was the only check on their use to the extinction of mankind. There must be aid by side with scientific investigation and advance, ethical discovery and development, and until those two worked together there would be no secure peace, happiness, and development.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

NATIVE BANKS SUSPENDED BUSINESS.

The native bankers are being confronted with worthless paper money forced upon them from three sources by Dr. Sun's followers. The Department of Finance has recently issued \$250,000 worth of military notes with an understanding that they shall be legal tender for revenue payments after July 20th, but when the Yu Shang Gambling Syndicate, from which Dr. Sun has borrowed money sometime ago, offered some of these notes for protection fees, they were refused. The notes (\$300,000) issued by the Kwangtung Provincial Commissioner a month ago are now worth about 30 per cent. of their face value in the Canton market, but the mercenaries and officials of Dr. Sun and the members of the Kuomintang and others, backed by the police, are demanding full exchange then tendering same upon the counters of the native bankers. Since August 15th, Dr. Sun's Central Bank has been issuing many unsecured banknotes, with a warning that persons discounting or depreciating them in any way will be severely dealt with by the Government of Dr. Sun. All this worthless paper money affords much excuse for the soldiers and the Kuomintang followers to make trouble for the native bankers and exchange shop keepers, and they have found it wise to suspend business for the time being.

THE ARMS SEIZURE.

Mr. Chan Linn Pak, Commandant of the Canton Merchants Volunteer Corps and Commander-in-Chief of the Provincial movement, for whose arrest a general alarm was issued by Governor Liao Chung-hoi of Kwangtung on August 15th, has been in Hongkong since August 15th, it is understood. Mr. Chan has a home on Peak Road, Hongkong, where his family has been living for several years, it is said, and Mr. Chan usually spends the week-ends there. His friends deny the charge of the Canton Government that Mr. Chan has escaped from Canton altogether, but admit that he is not anxious to make public statements pending the outcome of the arms case.

Mr. Lee Chung Shiu, Chairman of the Council of the Kwangtung Volunteer Corps, has issued a circular statement relative to the seizure of arms by Dr. Sun Yat-sen, saying:

"The Canton Merchants Volunteer Corps, before its importation of arms and ammunition, applied for and procured a permit to do so from the Department of War of the General Headquarters. Despite the permit to import, the Government (Dr. Sun's) seized the consignment and then cancelled the permit. Notwithstanding that the Government had full knowledge that these articles were imported at the expenses of the volunteer organizations of the province of Kwangtung, which are legal bodies, with full approval and sanction of the National Government, and permission obtained in advance to import, the Government is still holding the goods without any just cause whatever. By first issuing a permit and later cancelling it, the Government has rendered itself dishonourable and faithless and unworthy of further reliance in its functioning as a government. The charge by the Government that the Canton Merchants Volunteer Corps has attempted to profit financially by the importation of arms is most vicious, and the volunteers of Kwangtung cannot be silent over the fabrication. As the present question will involve the future peace and order, the Council is desirous of the support of all those seeking justice and demanding for fair-play in Kwangtung."

THE POLICE CHIEF AND A "RED ARMY."

It is not believed that Dr. Sun will divide the arms among his followers, as some commanders want to have a greater share than others, while General Wu Tchen, the commander of the Gendarmerie in Canton, desires to have all, in order to equip the "Red Army," to be known as the Peace Corps under him. Since the illegal seizure by Dr. Sun, the Canton Police, of which General Wu is currently the chief, has been muzzling public opinion through a strict censorship of the Press and publications by the printing shops as well. The volunteers have found it exceedingly hard to get anything to print in Canton. Many persons in Canton have boycotted the newspapers, as they are now but one-sided propaganda sheets.

It is reported that Mr. Hsu Chung-hsu, managing-director of the Canton-Hankow Railroad, has been arrested by Dr. Sun Yat-sen, as he dared the other day to speak in favour of the volunteers.

Dr. Sun Yat-sen will let the volunteers have the arms back at \$60 each—to the Canton contingent only—but the Canton and other units alike refuse to comply with this arrangement, saying that they must have all back and will demand them at all cost.

THE SHAMEN STRIKE SETTLEMENT.

LUKONGS DECIDE TO RESIGN, AND THE STRIKE DIRECTORS ALLOW THEM.

The boycott against the Shamen is regarded as having been officially terminated yesterday.

The *Canton Gazette* yesterday morning explained what had happened in strike circles, in the following statement:

The general body of strikers—that is, a big majority of them—will return to Shamen this afternoon and upon their return and resumption of duty with their employers the unfortunate Shamen strike will automatically terminate.

This decision was reached late last night at the strike headquarters, and was confirmed by Mr. Ma Chiu Chun who is charged with the duty of carrying out the final arrangements for the return of the strikers. "We earnestly hope no further hitch or misunderstanding will arise after the strikers return to Shamen," Mr. Ma said last night.

THE LUKONGS.

Mr. Ma, at the same time, made an important announcement regarding the Lukongs. Owing to the humiliating circumstances of their return to Shamen last Wednesday, August 13th, the Lukongs, after consulting the strikers' committee, and with the approval of Commissioner Foo Ping Cheng of the Bureau of Foreign Affairs, have decided not to return in a body with the general strikers to-day.

Instead, they will prepare and sign their resignation in Chinese and hand the same to the respective Chief Lukongs for submission to the Shamen Municipal Authorities. It will therefore rest with the respective Municipal Councils to deal with the reinstatement or dismissal of the Lukongs in the Councils' absolute discretion.

The Lukongs of the British concession will submit their written resignation through Ng Yau, their No. 1, and the Lukongs of the French concession will similarly submit their written resignation through their No. 1.

In adopting this course, the Lukongs are actuated by the desire to avoid further embarrassment to both sides. Through their headmen they will await the Councils' decision as to their disposal.

A POINT TO CONSIDER.

It may now be stated that about two weeks, realising that the settlement of the strike was being held up solely in order to secure their full reinstatement, some of the older men among the Lukongs spontaneously urged that the demand for their reinstatement be withdrawn in order not to delay a settlement. Of course, the strike leaders refused all the more to agree to jettisoning the Lukongs, and but for the later revision of the article in the terms of settlement to cover the reinstatement of the Lukongs coupled with the assurance of fair treatment in indicated in the "Gentlemen's Agreement" it is absolutely certain that the strike leaders would not have yielded, even under pressure from Dr. Sun.

The fate of the Lukongs, their reinstatement or dismissal, is now entirely in the hands of the Municipal Councils of Shamen, and it is to be hoped that the Councils will—after the termination of the strike—review the case of Lukongs and deal with them not only justly but magnanimously.

The struggle is at an end, and the strain and tension will be over before another sunrise. Doubtless the Municipal Councils have already arrived at certain decisions regarding the Lukongs. Let us suggest that the promulgation of these decisions be delayed to permit of their being reconsidered a few days hence when conditions are back to "normalcy" and when the hard feelings engendered by, and during the period of, the strike will have had time to recede into the background. Perhaps then the decisions now tentatively tabled in the Municipal Council rooms may not improbably be reviewed and modified in a more liberal and generous spirit.

The future unweighed by rancour and ill will is too precious a consideration to be jeopardized by short-sighted and hasty, albeit strictly legal and justifiable decisions.

Information was received in Hongkong last night that another hitch had occurred among the negotiators.

CRIMINAL SESSIONS.

INDIAN CHAUFFEUR CHARGED WITH MURDER.

The case in which an Indian chauffeur, named Chai Din, formerly in the employ of Mr. John Arnold, stands charged with the murder of his wife, Genab, against whom he alleged misconduct, was continued yesterday morning in the Supreme Court.

The case for the Crown is conducted by the Attorney-General (Hon. Mr. J. H. Kemp, K.C.) and the prisoner is represented by Mr. H. S. Fitzroy.

Sandhi Khan, motor driver in the employ of Mr. John Arnold since May 27th, 1921, said he had known the prisoner for three years. Prior to May 27th he saw the prisoner frequently, meeting him daily. They were very good friends for three or four months prior to May 27th. He had visited prisoner's quarters and prisoner called on witness at Mr. Bigger's house. He knew prisoner's wife and saw her at prisoner's quarters. On one occasion only he saw prisoner's wife when the prisoner was not there. On that occasion he enquired of the house coolie if prisoner was there and on being told "No," he went away.

The Attorney-General: Have you ever had any improper relations with her?

The witness: No.

Have you ever abducted her?—No.

Describing the dinner party at Issa Khan's house, witness said that, on the suggestion of Issa Khan prisoner agreed to take his wife back. Witness saw the prisoner abuse his wife that same night. Prisoner became very drunk and eventually accused Issa Khan of harbouring his wife, creating a scene. A Chinese constable advised prisoner to report the matter at No. 7 Police Station. On the way to the Station prisoner asked his wife where she was on the previous night. She replied that she spent the night at Issa Khan's house. At the Police Station prisoner accused Issa Khan and witness of abducting his wife. Prisoner did not accuse witness of misconduct with his wife.

Cross-examined by Mr. Fitzroy, witness said he had never spoken to deceased.

Counsel: You tell the Jury that you have been to prisoner's quarters and had food there but never spoken to her?

Witness: I couldn't have spoken to her. I was a friend of prisoner's and she kept outside.

Counsel: Have you never spoken a word to her?—No.

On the night, as Counsel remarked, when everybody got more or less drunk witness said there was discussion about prisoner's wife but he heard nothing about a divorce.

Counsel: Did you hear deceased say to Issa Khan that night: "After this her husband would never take her back again?"

Witness: I didn't hear anything of that kind.

Counsel: Did Issa Khan say anything about your having the care of deceased in the future?—No, I heard nothing.

Counsel: Was there any argument between you as to who should keep her?—No.

Counsel: Did you hear prisoner accuse deceased of having been away with you the night before?—I did not.

Witness said he was near-by when prisoner, in a car, passed the Indian constable. Prisoner shouted to witness that he had no axes or chopper else he would have hit him. He did not see the deceased woman on the morning she was injured.

Counsel: If Garri Khan comes and says you admitted to him that you had had improper relations with the deceased will it be correct?—No, I did not tell him that.

Sergeant O'Donovan gave evidence as to finding a woman's shoe near the bridge and to seeing traces of blood on the pathway leading up hillside.

The case was again adjourned to this morning.

[BEFORE HIS HONOUR THE PRINCE JUDGE (MR. JUSTICE DYER HALL).]

MYSTERIOUS DISAPPEARANCE.

KIDNAPPED BOY MISSING AGAIN.

The main point of interest in a kidnapping case dealt with at the Criminal Sessions yesterday was that a boy, named Chu Shiu-kang, who was kidnapped last May and who was the principal witness for the Crown, had again mysteriously disappeared from his home since Sunday last.

The defendant in the case was a man named Chin Yee who was indicted on two counts (1) kidnapping the boy mentioned on May 27th, and (2) detaining him against the will of his father.

Mr. J. H. B. Nichol, representing the Crown, applied to the Prince Judge for permission to read the evidence of the missing boy, whom, he said, had disappeared under very peculiar circumstances. The police had searched the last known address of the boy at seven o'clock that morning and he was not to be found.

His Lordship pointed out that he was empowered to allow the evidence to be read if he was satisfied that the boy was actually missing that morning.

The father of the boy told the Court that the boy always lived with him at 88, Namcheung Street, Shamshui. On August 17th (Sunday) his son was brought from the country at 6 a.m., and at 7 a.m. he was nowhere to be found. Witness had not seen him since.

Sub-Inspector Hutchins also deposed to making an unsuccessful search for the boy.

Counsel said the facts of the case were that the boy, the son of a wealthy man with an establishment in Hongkong and a house at Shamshui, had been enticed away by a man who offered to find him employment as an ice cream vendor. This somewhat disturbed the equilibrium of the small boy on such a hot day and he went with the man to a house in Mong Kok. He was taken to the Kowloon-Canton Railway on May 28th and was taken to Samchun, just over the border. The boy was there taken to a house, locked in a room and left. As far as he was concerned the glamour of the adventure had worn off and he asked to be allowed to go home to his father. Two days later another little boy appeared on the scene and Chu Shiu-kang was surprised as he recognised him as a distant cousin who lived not far from him at Shamshui.

Counsel said he was not prepared to say how the second boy got there, but the Jury must accept the first boy's story that he did appear.

At Hongkong, the father was naturally very anxious about his son's welfare, and when some ten days after his son's disappearance he was given a letter demanding \$50 for the release of the boy, he paid the money without informing the police. The information given leading to prisoner's arrest was very unsatisfactory and the Crown's theory was that Ng Kam and Pang Wing knew more about the matter than they chose to say.

Evidence for the Crown was then called and the depositions of the missing boy were read to the Court.

Prisoner, in a statement from the dock, denied stealing the boy and also denied detaining him.

His Lordship, in summing up to the Jury, pointed out that the boy, the subject of the charge and the principal witness in the case, had been missing from his home since Sunday and that he was still missing. It was for the Jury to draw what inference they liked from that.

Later his Lordship referred to the prisoner's cross-examination of the boy's father from which it appeared to him that the prisoner was trying to make out that the reason why the boy was not present in Court was because he had sworn false evidence and for that reason he had run away.

Explaining the charges, his Lordship said the prisoner could be found "Guilty" on both charges or on either. It was possible for the child stealer to be a detainer at the same time. On the other hand it was possible for the man to detain the boy without having stolen him. If the Jury had any reasonable doubt as to the prisoner's guilt they should return a verdict of "Not Guilty."

The Jury, after a very brief consultation, returned a verdict of "Not Guilty" on both counts, and the prisoner was discharged.

HONGKONG'S INDIAN POLICE.

INTERESTING PRESENTATION AT GOVERNMENT HOUSE.

LOCAL POLICE INSPECTOR HONOURED.

An interesting ceremony was witnessed at Government House yesterday afternoon, when H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.), in the presence of a gathering of members of the Legislative Council, senior Government Officials, and prominent members of the Hongkong Indian community, conferred on Police Inspector Mohinder Singh the title of Sirdar Sahib; and on Police Inspector Nawal Kaha, the title of Khan Sahib.

The ceremony was carried through with a dignity suitable to the occasion. His Excellency was in uniform and a special Guard of Honour of 50 members of the Indian police was on parade. Amongst those present at the function were the Hon. Sir Claude Severn (Colonial Secretary), the Hon. Mr. J. H. Kemp, K.C. (Attorney-General), the Hon. Mr. H. T. Creasy (Director of Public Works), the Hon. Mr. A. E. Wood (Secretary for Chinese Affairs), the Hon. Mr. E. D. O. Wolfe (Captain Superintendent of Police), the Hon. Mr. D. W. Tratman (Colonial Treasurer) and Mrs. Tratman, the Hon. Mr. Montague Eds and Mrs. Eds, the Hon. Mr. P. H. Holyoak, the Hon. Mr. H. W. Bird, the Hon. Mr. C. G. Alabaster, K.C., the Hon. Mr. Chau Shiu-ki, the Hon. Mr. R. H. Kotewall, Col. Russell Brown (representing H.E. the General Officer Commanding), Mr. and Mrs. S. B. B. McElderry, Mr. R. E. Lindsell, Mr. and Mrs. P. P. J. Wodehouse, Captain Bloxham, Mr. J. W. Franks, Mr. J. Kerr, as well as a number of Indian Military officers and many representatives of the Indian community.

The two Indian Inspectors to be honoured were presented to His Excellency by the Hon. Captain Superintendent of Police. Addressing the two officers separately but in practically the same terms, His Excellency said: "I am authorised by His Excellency the Viceroy of India and the Indian Government to present you with this decoration which goes with the title of Sirdar Sahib, and which has been conferred upon you in recognition of your services to the Government of Hongkong. I have much pleasure in presenting you with this decoration and I congratulate you on the high honour which you have received."

The two officers then stepped forward and were decorated by His Excellency. Tea was afterwards served on the lawn and the two Indian officers were warmly congratulated on the honour they had attained.

A representative of the Daily Press was informed later by the Captain Superintendent of Police that the only distinction between the two titles is that "Khan Sahib" is a title used for Mohammedans and that of "Sirdar Sahib" is the same title used by Sikhs. It is a title much coveted by Indians and can be gained by military and civil servants alike. Many privileges go with it. For instance a Sirdar Sahib or a Khan Sahib can carry firearms without the usual special permit. In his own district such a man is looked upon as one of the leaders of the community. He holds the right to be asked to all official meetings held in that district and when he goes to Court he is entitled to have a seat reserved for him.

WORLD FLIER FROM THE ARGENTINE.

WILL MAJOR ZANNI LAND AT CANTON?

Major Zanni, the Argentine aviator, who is making an attempt to fly round the world expected to reach Canton yesterday. A telegram received yesterday by the Argentine Consul at Hongkong, from Mr. Eugene Chen, private secretary to Dr. Sun Yat Sen, stated that permission had been granted for the landing.

MOTOR BUS MISHAP AT KOWLOON.

ONE WOMAN INJURED.

A motor bus accident occurred in Nathan Road, Kowloon, at about 6.30 yesterday morning.

A vehicle belonging to the Kowloon Motor Bus Company was passing the Empress Store, when the driver, in attempting to avoid a dog, swerved and lost control of his bus, which collided at full speed with a verandah pillar.

The driver and conductor were unhurt, but the one passenger, a Chinese woman, sustained a broken leg and severe cuts. She was removed to hospital.

GLUT OF ARMS CASES.

TWO MEN COMMITTED TO THE SESSIONS.

No fewer than four cases of alleged unlawful possession of arms came before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday. Mr. Leo d'Almada appearing for the defence in each instance.

In the first, Ma Hing, a Chinese who had worked in the United States as a farm labourer for forty years, was charged in respect of three revolvers and forty rounds of ammunition, which were seized on board the s.s. *President Wilson*.

Mr. d'Almada, in pleading guilty, said that his client was a very old and ignorant man. He could not read or write. Deciding, after over 40 years spent in the United States, to return home, he brought the revolvers with him for his own protection in the village, having heard of the disturbed state of the country at present. He knew nothing of the regulations obtaining here, or even that Hongkong was a British Colony.

His Worship said he saw no reason why he should not inflict the maximum penalty. Remarking that the man surely did not require three revolvers for his own use, he imposed a fine of \$1,000, with the alternative of one year's hard labour.

The next delinquent to appear was Li Kam Lun, who, as reported in the Daily Press yesterday, was arrested on the *Empress of Russia* on Monday and charged with having one *Luger* pistol and 50 rounds of ammunition concealed in a feather pillow. It was stated that he was returning to China from Toronto.

In this case, Mr. Hamilton said he would be more lenient, as the arms appeared to be genuinely personal equipment. He would order the man to pay \$500, or go to prison with hard labour for six months. The pistol and ammunition would be confiscated.

Wong Fun, a pantry boy on the s.s. *Paul Lee*, charged with having unlawfully in his possession three revolvers and 300 rounds of ammunition, which he was alleged to have concealed in a jar under some lemon peel, was committed to the next Sessions. The No. 1 cabin boy on the same vessel, who was charged in respect of 34 rounds of ammunition and a dagger, was remanded until Monday.

At the Central Magistracy, before Mr. E. E. Lindsell yesterday afternoon, Wu Choi, described as chief engineer boy on the s.s. *President Pak*, was charged with the unlawful possession of three revolvers and 300 rounds of ammunition. He was committed to take his trial at the September Sessions.

BUS WITHOUT LIGHTS.

MAGISTRATE'S STERN COMMENT.

A fine of \$25 was imposed by Mr. Hamilton at the Kowloon Magistracy yesterday, on a bus driver employed by Kai Tack Company.

A Chinese constable stated that at 1 a.m. on the 10th inst., he saw the bus going towards Kowloon with no lights. He hailed the driver and ordered him to stop, but the bus went on. The witness ran after it, and overtook it when it pulled up outside a factory.

The driver pleaded that he could not stop when going downhill, as the brakes were defective.

Remarking that it was disgraceful occurrence, His Worship ordered the facts to be placed before the C.S.P.

ASSAULT CASES.

A number of assault cases came before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday. In one case, which Inspector Blackman described as one man's story against another, the defendant was discharged. In another case, the defendant said that the complainant owed him \$30, and when he asked for his money put up his fists in a threatening manner, so defendant hit him on the head with a bottle. Inspector Ogg said the injury was only slight, and that the money had been owing for two years. Both men were bound over in \$50 to keep the peace for six months.

WAR TAX ON RIVER VESSELS.

A joint notification has been issued by the Commander-in-Chief of the Yunnanese, Hunanese and Kwangsi armies announcing the establishment of the Temporary "War-time Commissariat Department of the Armies," which will operate taxes on vessels on the river run. The Department will require each vessel to pay a war-tax the amount to be fixed according to the size of the vessel. *Canton Gazette.*

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" Black Currants	" "	1.40
" Gooseberries	" "	1.15
" Blackberries	" "	.90
" Damsons	" per bot.	1.40

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WOMEN IN HORTICULTURE.

MANY GOOD OPENINGS.

The annual prize-giving at the Horticultural College, Stanley, was held on July 2nd, and Mrs. Noel Buxton distributed the prizes in place of the Right Hon. Noel Buxton, M.P., who was detained by his Parliamentary duties.

Kathleen, Viscountess Falmouth, chairman of the board of governors, who presided, said that she wished it could be made known to the public that there were good openings waiting for highly trained women in horticulture. The college was anxious to take up research work, but required more funds to do so.

Mrs. Buxton said that as chairman of the London Gardens Guild her knowledge of horticulture extended rather to keeping cats and sparrows away from gardens than to scientific details, but nevertheless she had made up her mind that when her little girl of 2 was older she should learn something about flower-growing and poultry-keeping. "I would rather she knew more about fruit bottling and less about Greek," Mrs. Buxton added.

There seem to be big plans in this profession, and I am glad to hear it, because so many girls have expensive trainings and then can't find posts. People are always writing to Ministers for their favourite motto, but they never ask their wives. (Laughter.) If they did, I should give this quotation from the Koran: "He who has two loaves, let him sell one and buy an anemone, for bread is the food of the body, but flowers are the food of the soul." (Cheers.)

Mr. Lobban (Controller of Agriculture) said that for girls who were not thinking of horticulture, but of that larger sphere of domestic life, the training was of infinite value.

Dr. K. Barratt, principal of the college, said that there were 51 pupils there, and that a grant had been received from the Ministry of Agriculture to effect certain improvements and repairs. Fourteen students were taking salaried posts at the end of the term, and the number of employers applying to the college had far exceeded the number of candidates available.

San-browned girls subsequently conducted the visitors over the very fine gardens and nurseries, which have an extent of sixty acres.

KNIGHTS OF SAINT PATRICK.

PROPOSED ABOLITION OF ANCIENT ORDER.

The death of the Earl of Enniskillen has once more brought into prominence the future of the Order of St. Patrick, of which he had been a knight since 1892, and it is anticipated that some official announcement on this subject will shortly be forthcoming. When Ireland was granted a measure of self-government the institution of this Order, founded in 1783 by George III, were transferred from Dublin Castle to London, and at that time it was reported that the King had decided to make no further appointments, and that the Order would thus be allowed to lapse as the present knights died, as was the case some years ago with the now obsolete Order of Victoria and Albert.

In this connection it is believed to be significant that the Prince of Wales has not been created a Knight of St. Patrick, though he wears the ribbons of the sister Orders of the Garter and the Thistle. The only Royal Knight of St. Patrick at the present day is the Duke of Connaught, upon whom the Order was bestowed by Queen Victoria in 1869. There are now only 20 of these knights, as against the 22 provided for in the Statutes by which the Order is governed. Another suggestion regarding the future of the order which is understood, has already been brought under the consideration of the King is that it should be reconstituted on lines similar to those of the Order of St. Michael and S. George, which is the decoration usually awarded to those who have rendered distinguished service in various parts of the overseas Empire, with the exception of India.

This would mean that the Order of St. Patrick would be divided into various classes and would be available for commoners instead of for peers alone and for those of non-Irish birth or descent who had rendered good service in the sister isle. An invasive religious service was, however, abolished with the disestablishment of the Church in Ireland when the offices of Primate and Registrar of the Order and the rule that the Chancellor of the Order of St. Patrick must be an archbishop, were also abolished.

U.S. IMMIGRATION CONFUSION.

BRITISH STRANDED IN CANADA.

From 300 to 600 British immigrants, mostly English, were stranded indelibly at Windsor, Ontario, last month, owing to their inability to enter the United States before the July quota closed. Mr. C. Benedict, the United States Consul, declares that he has been sent an insufficient supply of the legal forms necessary to comply with the regulation. The consul's office is so great that a police patrol is necessary to maintain order.

The recent changes in the United States immigration law requiring passports to be held by American Consuls at the border is causing much confusion. At Montreal the intending emigrants assembled in such numbers around the United States Immigration Office that the police were called to disperse the crowd, which interrupted the traffic. The Niagara Falls Consul is not provided with the necessary forms to comply with the new regulations, and at Bridgeburg, Ontario, between 150 and 200 emigrants, some of whom have been waiting for three weeks for entry, have been rejected owing to ignorance of the regulations.

It is believed that the new policy, which fixes the cost of visas at \$10 (£2), will result in a material increase in the smuggling of aliens across the frontier.

WEATHER REPORT.

August 19th at 17.15.—Warning to Hongkong, Coast Ports, etc.—Typhoon of unknown intensity within 120 miles of lat. 22 deg. N. Long. 127 deg. E., moving S.W. at 10 m.p.h. August 19th at 18.00.—Pressure has increased moderately over the Loochoo Islands and slightly over the Philippines. It has decreased slightly from Chefoo to Shanghai, and is nearly stationary elsewhere.

At 2 p.m. this afternoon the typhoon was in about lat. 22 deg. N. and Long. 127 deg. E., moving S.W. at 10 m.p.h.

Manila warnings: Typhoon in lat. 30 deg. N. Long. 127 deg. E., moving W.N.W. at 10 m.p.h.

Hongkong rainfall for the 24 hours ending at 12 hours, August 19th, 0.00 inch. Total since January 1st, 79.31 inches, against an average of 61.29 inches.

The forecast for the 24 hours ending at 12 hours, Aug. 20th is as follows:—

Forecast:
Formosa Channel S.W. winds, moderate.
Hongkong to Gap-Rock E. winds, light to moderate; fair to showery.
South coast of China between Hongkong and Lamook do.
South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 19th.	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.60	29.62	29.62
Thermobar ...	79	79	86
Humidity ...	72	60	79
Wind Direction ...	W	Calm	E
Force ...	2	0	4
Weather ...	c	c	c
Rain ...	0.00	0.00	0.00
Highest open-air Temperature on 19th ...	83		
Lowest open-air Temperature on 19th ...	70		

HONGKONG TIDE TABLE.

From August 20th to 26th, 1924.

		HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'long Standard Time.		Height.	H'long Standard Time.		Height.		
		h.	m.		h.	m.			
Wed.	20	h.	m.	ft.	h.	m.	ft.		
		0	47	5	6	42	12		
Thur.	21	1	27	5	7	13	12		
		1	56	5	7	41	12		
Fri.	22	2	15	5	8	7	12		
		2	44	5	8	19	12		
Satur.	23	3	14	5	9	5	12		
		3	44	5	10	42	12		
Sun.	24	4	34	5	10	15	12		
		4	4	5	11	4	12		
Mon.	25	5	12	6	11	8	12		
		5	22	6	11	35	12		
Tues.	26	6	2	6	12	1	12		
		6	22	5					

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

Water levels in English Feet at 10 A.M.

Place of Observation.	Highest Water level recorded.	Lowest Water level recorded.	W.L. at 10 A.M.	W.L. at 10 A.M.
Wachow, W. River	+7.2	+2.1	+4.0	—
Kongsoot, W. River	+14.0	0.8	+7.4	+9.1
Linkongsoot, N. River	+57.0	—	+15.0	+15.2
Shichow, N. River	+25.0	—	+4.1	+3.8
Sambel, N. River	+27.0	+0.0	+6.7	+15.8
Shichow, E. River	+14.0	+0.0	+7.7	+8.1

*Falling. Engineer-in-Chief.

WOMEN AND THE MINISTRY.

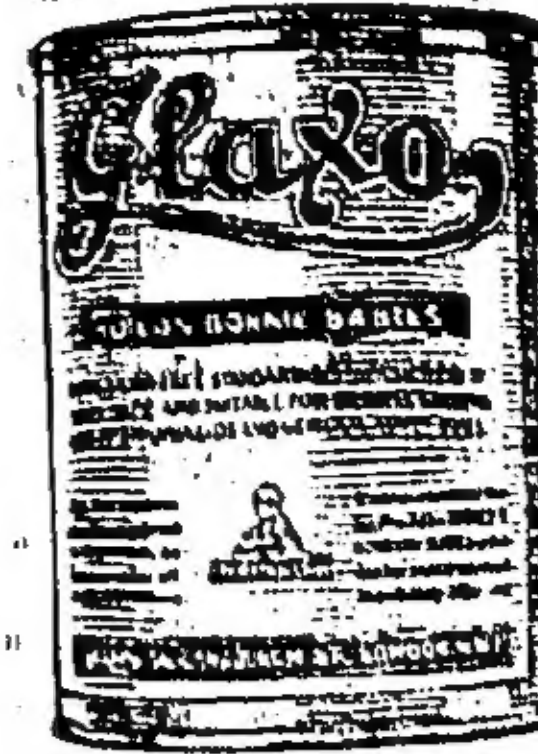
WESLEYAN CONFERENCE PLAN.

The Wesleyan Conference at Nottingham on July 22nd approved, by an overwhelming majority, the scheme for the development of the ministry of women parallel to the ministry of men under equal conditions. As an interim policy it was suggested that in certain cases of outstanding service on the part of women whom the church had called, they should be formally ordained to such a ministry. Women missionaries and deaconesses who had been accepted should have full recognition as colleagues with the ordained ministers. A committee was appointed to forward the matter.

A resolution was put forward requiring ministers to refrain from standing for Parliament. There was some difference of opinion, and the motion was withdrawn. One layman said that if Wesleyanism permitted her ministers to go to the House of Commons it would be the greatest "come down" in the history of the Church. The Rev. Enos Walters said he was not in favour of ministers standing for Parliament, but he resisted the attempt to interfere with their liberty. The conference will further discuss the matter in pastoral session. A protest was made against Sanday manoeuvres by the Territorial Army.

A FRANK LAWYER.

The criminal lawyer believed in being absolutely frank with his clients, and accordingly when a man came to him charged with stealing a pig, he said: "Now, I will be perfectly open with you. If I take your case you must in the first place tell me honestly, did you not steal this pig?" "Well, yes, sir, I did," he admitted; "but I have a big family and no money, and I was in need of meat for them." "That's all right," replied the lawyer. "You bring me half that pig and I'll take on your case." When the case came into court the lawyer addressed the jury thus: "This man did not get any more of the pig than I did." The verdict was "Not Guilty."



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"SCHLESSEN"	—	10th September
"AACHEN"	23rd August	11th October
"TRIER"	14th September	18th October
"ELBERFELD"	16th October	25th November
"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER"	3rd January, 1925	4th February
"SAARBRUECKEN"	2nd February	5th March
"TRIER"	1st March	5th April
"FULDA"	29th March	2nd May

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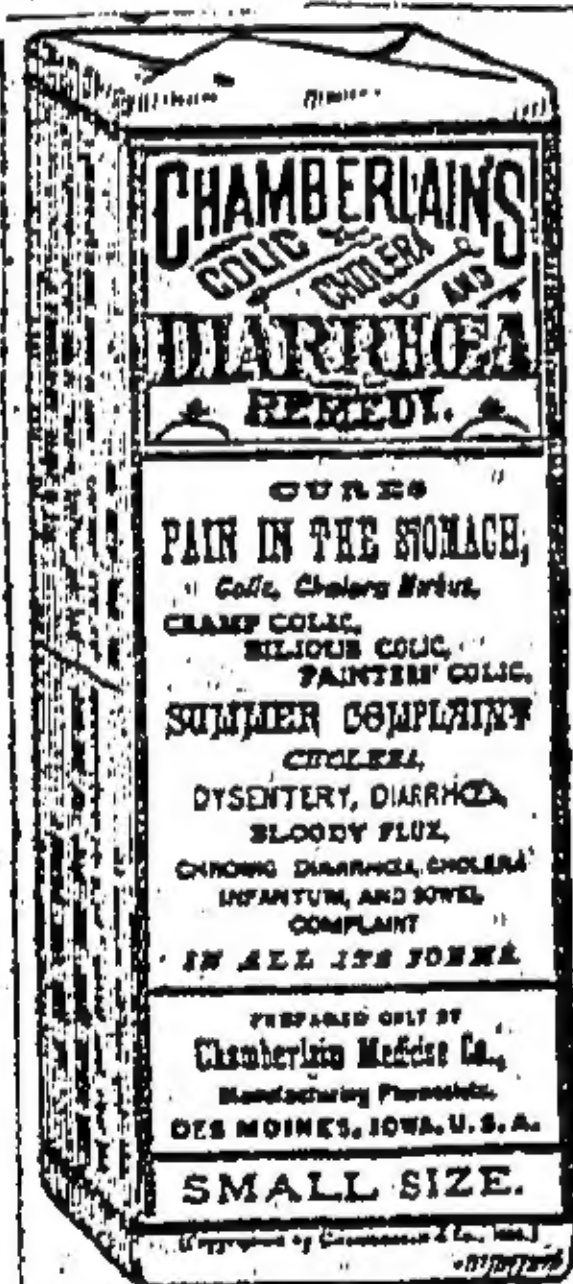
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"ALTA MARU"	Friday	5th Sept.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.			
"SEATTLE MARU"	Friday	12th Sept.	
BOMBAY via Singapore and Colombo.			
"CELESTES MARU"	Wednesday	20th Aug.	
"HONOLULU MARU"	Thursday	4th Sept.	
BANGKOK, SAIGON via SINGAPORE.			
"BUSHO MARU"	Monday	1st Sept.	
CALCUTTA via Singapore & Rangoon.			
"INDO MARU"	Thursday	25th Aug.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.			
"ARABIA MARU"	Friday	26th Sept.	
NEW YORK via Japan Ports, San Francisco and Panama.			
"ALASKA MARU" (From Kobe)	Wednesday	15th Oct.	
JAPAN PORTS.			
"GANGES MARU"	Thursday	21st Aug.	
"SHUNGO MARU"	Thursday	28th Aug.	
"LONDON MARU"	Friday	5th Sept.	
KEELUNG via SWATOW & AMOY.			
"KAISO MARU"	Sunday	24th Aug., 2 p.m.	
TAKAO via SWATOW & AMOY.			
"KOTSU MARU"	Thursday	28th Aug., 10 a.m.	
TAKAO & KEELUNG.			
"KWATO MARU"	Wednesday	3rd Sept.	

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KELVIN CENTENARY.

PRESENTATION OF MEDAL.

At the Institution of Civil Engineers on July 10th there was inaugurated a series of ceremonies in celebration of the Kelvin centenary. Sir Charles L. Morgan opened the proceedings by outlining the circumstances which led to the foundation of the Kelvin Medal, one of the highest awards offered to those following the professions of an engineer and scientist. The presentation, on the present occasion, he said, coincided with the centenary of Lord Kelvin, and was the second award since its foundation, the first being made in 1920 to Dr. W. C. Unwin, whose brilliant life in the engineering world from his scientific and educational side marked him out for the signal honour conferred upon him. Professor Elihu Thomson, the recipient, took charge in 1880 of the development of the Thomson-Houston system of arc lighting, and many of the fundamentally important inventions on which the success of the Thomson-Houston Co. was based were due to him. He made pioneer discoveries and inventions for the production of alternating current and in high frequency work which was the basis of the methods of wireless working. He originated the system of electric welding by the resistance method now extensively employed. He was a past-president of the American Institute of Electrical Engineers, and a member of many scientific societies. Professor Thomson was also president of the International Electrical Congress at St. Louis in 1904, and of the International Electrotechnical Commission at Turin in 1911. Among other distinctions he had been awarded the Elliott Cresson Gold Medal by the Franklin Institute, the Hughes Medal by the Royal Society of London, and the John Fritz Medal, the highest American distinction for the advancement of Applied Science, the last award being made by the four principal engineering societies in the United States.

On receiving the medal, Professor Thomson, in thanking the chairman for the presentation, said it was particularly gratifying to him to receive it as it testified to a broad appreciation of scientific effort and of engineering efforts of which his own career was accepted merely as an example for he could not but regard it as also a tribute to the labour of his fellows in America and elsewhere, not only those who were and have been definitely associated as loyal helpers, but in general, to the earnest ones in those studies bearing relation to the subjects in which Kelvin himself dearly loved to work, and whose labours were so fruitful and versatile. They liked to think of him as an example of what a man great in science and engineering should be. After contrasting the standards of achievement in engineering and the other professions, he referred to Kelvin as his ideal, an influence and example not to be estimated, lovable as a man, unequalled as a scientific exponent, and their greatest and greatest electrical engineer. It would thus seem how deeply he appreciated and treasured the honour now bestowed on him (the speaker) as a follower of Kelvin.

Sir Richard T. Glazebrook having taken the chair and received addresses from British and foreign delegates.

Sir Joseph J. Thomson delivered the Kelvin Oration, in the course of which he said Lord Kelvin's services to science were not confined to his own discoveries and inventions. For more than half a century his personality and enthusiasm initiated and stimulated the work of others. When he visited a laboratory he would talk to each of the workers about his experiments. His kindness and obvious interest in what they were doing stimulated and encouraged them to renewed efforts. They were better physicists after his visits than they were before because they had a new interest and a greater belief in the importance of their work. These qualities were nowhere more conspicuous than at the meetings of Section A of the British Association. He would stay generally accompanied by Lady Kelvin, from the beginning to the end of the meetings, always saying something suggestive and ingenious on nearly every paper, filling the meeting with life and interest, and inspiring and encouraging the younger men in a way no one else could approach. They were that day commemorating the memory of one who was an outstanding figure in the union of theory and practice, who, in his own way and by methods of his own, made vast and important additions to our knowledge, and who had left an example of unremitting and untiring devotion to a great ideal.

After the lecture many of the large gathering inspected the exhibition of instruments and records of Lord Kelvin's work on view in the library of the institute.

EXHIBITION OF APPARATUS.

A number of instruments and apparatus which are closely related to Lord Kelvin and his work are preserved in the Science Museum at South Kensington, and on the occasion of the Kelvin Centenary, which is being celebrated, have been brought together in one of the galleries on the first floor of the new museum building. They include one of the early siphon telegraph recorders designed by Lord Kelvin, his marine mirror galvanometer of 1858, one of the first mirror galvanometers for use with submarine cables. The first and second model of his tide-predicting machine are also shown, as well as the machine in its final form as made for use. Examples of his magnetic compass and binnacles with corrector, a deep-sea sounding machine, and several other objects of historical and scientific interest are also on view. They will remain on exhibition until the end of the summer.

There is only one way out of the situation created by the fact that it is to increase the wealth of the nations by adding to the production of the world.—Sir Robert Home.

In these days banking is not the easy and restful occupation it is sometimes supposed to be.—The Hon. William Pember Reeves (National Bank of New Zealand).



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Peps not only act as a powerful germicide but they soothe and soothe any soreness, irritation, or inflammation; they make breathing easy. There is no more valuable safeguard against throat troubles, chest weakness, bronchitis, asthma, pleurisy and pneumonia. Free from opiates and all harmful drugs, Peps are perfectly safe for children.

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SHANGHAI	"HINSANG"	Wednesday, 20th Aug., 1 p.m.
SANDAKAN	"YUENSANG"	Saturday, 23rd Aug., 11 a.m.
MANILA	"CHIPSING"	Saturday, 23rd Aug., Noon
TIENTSIN	"MINGSANG"	Sunday, 24th Aug., 7 a.m.
HAIPHONG via HOIHOW		
ANTUNG via SWATOW	"WOSANG"	Sunday, 24th Aug., 10 a.m.
SHANGHAI	"HANUSANG"	Monday, 25th Aug., Noon
BANGKOK via SWATOW	"LAISANG"	Tuesday, 26th Aug., 3 p.m.
STRAITS & CALCUTTA		
TSINGTAU via SWATOW	"TINGSANG"	Wednesday, 27th Aug., 10 a.m.
SHANGHAI	"LOKSANG"	Friday, 29th Aug., 10 a.m.
SENGHAI via SWATOW	"SUISANG"	Saturday, 30th Aug., 3 p.m.
MANILA via AMOY	"NAMSANG"	Sunday, 31st Aug., 7 a.m.
KOBE	"LEESANG"	Sunday, 31st Aug., 8 a.m.
HAIPHONG via HOIHOW		

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"GLENSANDA"	— 23rd Sept.
"GLENSHANE"	— 7th Oct.

HOMEWARDS.

Vessel.	Leaves Hong.	Discharge.
"GLENEEG"	— 31st Aug.	London, Rotterdam & Hamburg.
"PEMBROKESHIRE"	— 15th Sept.	London, Rotterdam & Hamburg.
"GLENPFER"	— 28th Sept.	London, Rotterdam & Hamburg.

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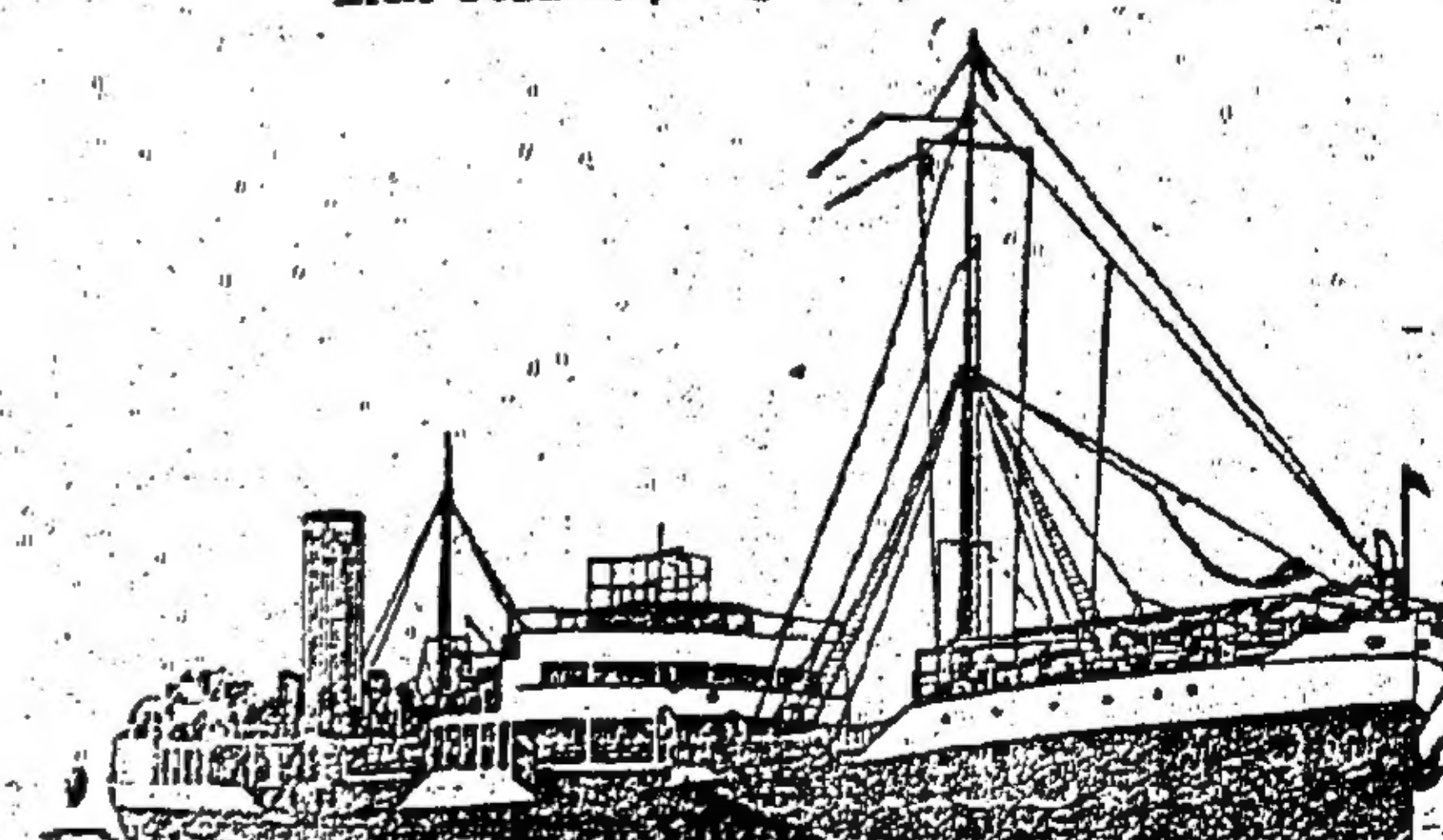
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SHIPPING NEWS

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ARRIVALS.	DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
August 19th.	Buenos Aires via Singapore, etc.	Kanaka Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept.
77. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	New York & Boston	Gothic Prince	Brit.	Primo Line	On 1st Sept.
August 20th.	Boston & New York via Suez	Ballerphoon	Am.	The Bank Line, Limited	On 1st inst.
78. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	San Francisco via Suez & Jap. Ports & H.L.	President Wilson	Am.	Pacific Mail S.S. Co.	On 2nd inst., 4 p.m.
79. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	San Francisco, etc.	West Jester	Am.	Strathairn & Barry	On 2nd inst.
80. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria & Vancouver, B.C., via Shanghai, etc.	Empress Asia	Brit.	Canadian Pacific S.S. Ltd.	On 2nd inst.
81. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria, Seattle & Vancouver via J. Ports.	Yokohama Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst., 11 a.m.
82. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria, Seattle & Vancouver	Arata Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst.
83. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Seattle & Victoria, via Shanghai, Kobe & Yokohama	Proteus	Brit.	Butterfield & Swire	On 2nd inst.
84. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, London & Antwerp	Proteus	Brit.	Admiral's Line	On 2nd inst.
85. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst., Noon
86. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
87. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
88. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
89. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
90. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
91. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
92. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
93. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
94. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
95. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
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98. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
99. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
100. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.

ARRIVALS.	DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
August 19th.	Buenos Aires via Singapore, etc.	Kanaka Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept.
77. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	New York & Boston	Gothic Prince	Brit.	Primo Line	On 1st Sept.
78. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Boston & New York via Suez	Ballerphoon	Am.	The Bank Line, Limited	On 1st inst.
79. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	San Francisco via Suez & Jap. Ports & H.L.	President Wilson	Am.	Pacific Mail S.S. Co.	On 2nd inst., 4 p.m.
80. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	San Francisco, etc.	West Jester	Am.	Strathairn & Barry	On 2nd inst.
81. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria & Vancouver, B.C., via Shanghai, etc.	Empress Asia	Brit.	Canadian Pacific S.S. Ltd.	On 2nd inst.
82. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria, Seattle & Vancouver via J. Ports.	Yokohama Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst., 11 a.m.
83. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Victoria, Seattle & Vancouver	Arata Maru	Jap.	Osaka Shosen Kaisha	On 2nd inst.
84. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Seattle & Victoria, via Shanghai, Kobe & Yokohama	Proteus	Brit.	Butterfield & Swire	On 2nd inst.
85. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, London & Antwerp	Proteus	Brit.	Admiral's Line	On 2nd inst.
86. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst., Noon
87. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
88. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
89. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
90. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
91. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
92. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
93. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
94. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
95. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
96. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
97. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
98. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
99. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.
100. <i>Andate Maru</i> , Japanese str., 3,225 tons, Capt. T. Tokunaga, from Nagoya via Osaka, Kobe and Moji, with a general cargo, lying at Kowloon wharf, N.Y.K.	Marseilles, etc.	Manila	Am.	P. & O. S. I. & A. L.	On 2nd inst.

PASSENGERS

For P. & O. S. S. *Kanaka Maru*, on August 19th: For Hongkong: Mr. H. Marsden, Mr. and Mrs. W. Fair, Rev. and Mrs. A. Stenro and two children, Mr. C. James, Mr. N. C. Barber, Mr. J. G. D. Lindsay, Mr. and Mrs. L. Stevenson and two children, Mr. A. T. Cook, Mr. and Mrs. W. R. Latham and infant, Mr. and Mrs. J. B. Baker, Mr. A. McIntosh, Mr. and Mrs. S. Moore and child, Mr. A. F. Penfold, Mr. E. Rowe, Mr. A. Heccey, Mr. and Mrs. E. W. Jernett, Mr. A. L. G. Glass, Miss Louder, Mr. S. F. Heccey, Mr. K. C. Fisher, Mr. H. Ritchie, Mr. G. S. Symonds, Mr. J. J. D. Howell, Mr. G. F. Green, Mr. J. W. Sellar, Mr. T. Wiley, Mr. H. V. Marshall, Mr. C. Biddle, Mr. A. R. G. Mott, Mr. D. Wood, Mr. J. Irving, Mr. G. W. Wilding, Mr. W. Sullivan, Mr. A. Jones, Miss D. Saunders, Mr. A. McCallum, Mr. W. A. Lee, Mr. and Mrs. F. Brown, Lieut. G. H. and Mrs. H. Newbold, Mr. H. H. and Mrs. R. Davidson, Mr. Bottom, Mr. A. Soderstrom, Dr. E. Soderstrom, Mr. Z. Cook, Mr. and Mrs. C. Monzon, Mr. W. L. Eaton, Mr. and Mrs. E. K. Higdon, Mrs. H. T. Cressy, Mrs. Shields, Miss Plasinge, Mr. and Mrs. Farnsworth, Mr. and Mrs. T. Gibbons, Mr. T. Gibbons, Jr., Judge W. H. Black, Mr. Chan Chin Fuen, Mr. Lin Pun Yek, Mr. Lim Choh Yuen, Mr. Kwok Hoi Tong, Mr. Kam Tsing Ching, Mr. W. E. Penys, Mr. and Mrs. B. B. Shaw, Miss L. Shaw, Mr. and Mrs. J. B. Smith, Mr. Low Peng Wai, Mr. J. B. Smith, Mr. James, Mr. P. Collings, Mr. S. McIntosh, Mr. M. Chudant, Mr. R. Newman, Mr. M. Carlson, Mr. Chen Chok Hong, Mr. H. C. Gilling, Mr. H. J. Chikoon, Mr. C. E. Bunt, and Mr. and Mrs. S. G. Phelps.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

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CANADIAN PACIFIC

THE "EMPRESS OF ASIA"

HONGKONG

MANILA

5 P.M., WEDNESDAY, AUGUST 20th.

HONGKONG

VANCOUVER

NOON, THURSDAY, AUGUST 28th

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department: Telephone C. 762. Cables: "GACANPAC."
Freight and Express: Telephone C. 42. Cables: "NAUTILUS."



HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

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SAILINGS FOR EUROPE: Amsterdam, Rotterdam, Hamburg & Bremen... 6th September

ARRIVALS FROM EUROPE: Due Hongkong... 18th August
Due Hongkong... 23rd September

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FAST NEW AMERICAN STEAMERS TO

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S.S. "PRESIDENT WILSON" ... Wednesday, August 27th, at 4 p.m.
S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 4 p.m.
S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.

Sailing and Fare subject to Change, Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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SALT LAKE
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VISIT

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FEATHER RIVER
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NIGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT LINCOLN" ... Sunday, August 24th, at Noon.
S.S. "PRESIDENT CLEVELAND" ... Sunday, September 14th, at Noon.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.
S.S. "LAKE GILPEN" ... August 20th, 1924, at 5 p.m.

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SAILINGS SUBJECT TO ALTERATION.

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Through passage rates to Europe via America 6-54-1/2, 6-54-1/2, 6-54-1/2.

YOKOHAMA MARU (Calla Kooling) ... Saturday, 30th Aug., at 11 a.m.
KAGA MARU ... Friday, 26th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KITANO MARU ... Tuesday, 26th Aug., at 11 a.m.
HAKURA MARU ... Wednesday, 10th Sept.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.
TAURUM MARU (Calla Glasgow) ... Monday, 6th Sept.
DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.
MISHIMA MARU ... Thursday, 21st Aug., at 11 a.m.
TANGO MARU ... Wednesday, 17th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.
MAYBASHI MARU ... Tuesday, 2nd Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU (calling Delagoa Bay & Port Elizabeth) ... Monday, 1st Sept.

BOMBAY via Singapore & Colombo.
AKI MARU ... Friday, 29th Aug.
TOKUSIMA MARU ... Wednesday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
WAKASA MARU ... Sunday, 31st Aug.
YAMAGATA MARU ... Monday, 8th Sept.

JAVA & CALCUTTA via Batavia.
MUBORAN MARU ... Friday, 29th Aug.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.
TOSHIHIMA MARU ... Sunday, 24th Aug.
KATORI MARU ... Sunday, 24th Aug.
AWA MARU ... Friday, 29th Aug.
ATSUTA MARU ... Wednesday, 10th Sept.

For further information, apply to—NIPPON YUSEN KAISHA
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

COMPANIA TRASATLANTICA DE BARCELONA

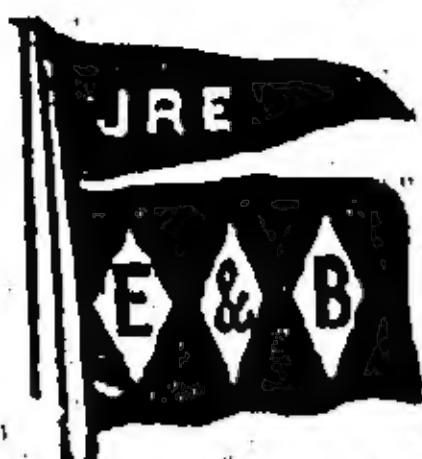
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S.S. "LEGAZPI" ... 2nd Sept.
S.S. "O. LOPEZ Y LOPEZ" ... 30th Oct.
S.S. "ISLA DE PANAY" ... 21st Dec.
For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.
S.S. "O. LOPEZ Y LOPEZ" ... 12th Oct.
S.S. "ISLA DE PANAY" ... 3rd Dec.

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PROJECT: SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION

"CITY OF BIRMINGHAM" 31st Aug. Marseilles, London, Edin., Leith & Glasgow.
 "CITY OF MANILA" 11th Aug. September, Havre, Lion, R'ham, & Hamburg.

PASSENGER SERVICE.

"CITY OF LAHORE" 28th Oct. Shanghai and Japan.
 "CITY OF LAHORE" 4th Dec. Marseilles, London, etc.
 "CITY OF KARACHI" 29th Jan. Do.
 "CITY OF HARODA" 26th Feb. Do.

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Sailings from Hongkong.

"BELLEROPHON" via Suez Canal 31st Aug.
 "ROMEO" via Suez Canal 31st Aug.
 "PERSEUS" via Suez Canal 10th Sept.
 "CITY OF YOKOHAMA" via Suez Canal 31st Sept.

* Boston and New York only.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AZAY LE RIDEAU.	17th July	17th Aug.	7th Sept.
PAUL LECAT	31st July	1st Sept.	22nd Sept.
ANDRE LEBON	14th Aug.	15th Sept.	12th Oct.
AMBOISE	28th Aug.	29th Sept.	26th Oct.
CHARENTAIS			

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance)
 A Class (1st Class) £ 55. 0s. 0d. B Class (1st Class) £ 53. 0s. 0d.
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S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,213	21st Aug. Noon	S'pore, Penang, Colombo & B'way.
"MANTUA"	10,902	23rd Aug. Noon	Mars., Lion., & A'werp.
"SARDINIA"	6,884	2nd Sept.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	8th Sept.	Mars., Lion., & Antwerp.
"NAGAYA"	8,854	11th Sept.	do.
"KAISAR-I-HIND"	11,433	30th Sept.	S'pore, Penang, Colombo & B'way.
"SOUJAN"	6,696	4th Oct.	Mars., Lion., & Antwerp.
"KASHMIR"	7,634	11th Oct.	do.
"PESAWUR"	8,993	18th Oct.	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	25th Oct.	Mars., Lion., & Antwerp.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	5,840	1st Nov.	Mars., Lion., & Antwerp.
"MALWA"	10,941	15th Nov.	S'pore, Penang, Colombo & B'way.
"SARDINIA"	6,884	25th Nov.	Mars., Lion., & Antwerp.
"KALYAN"	9,118	29th Nov.	do.
"NAGAYA"	10,902	13th Dec.	S'pore, Penang, Colombo & B'way.
"SOUJAN"	6,696	23rd Dec.	Mars., Lion., & A'werp.
"KASHMIR"	7,634	27th Dec.	do.
"MALWA"	10,911	31st Dec.	do.
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & A'werp.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., Lion., & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	7,634	21st Feb.	do.
"MALWA"	10,911	7th Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"TALIA"	10,000	5th Sept.	Singapore, Penang & Calcutta
"TILAWA"	10,000	14th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	37th Aug.	Manila, Sandakan, Thursday
"ARAFURA"	4,000	1st Oct.	Island, Fowesville, Brisbane,
"ST. ALBANS"	4,000	29th Oct.	Sydney & Melbourne.

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 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KAISAR-I-HIND"	11,433	20th Aug. Noon	Shanghai, Moji & Kobe.
"TILAWA"	10,000	25th Aug.	Moji & Kobe.
"PESAWUR"	7,934	3rd Sept.	Shanghai & Yokohama.
"TAIREA"	6,500	3rd Sept.	Moji & Kobe.
"KASHMIR"	7,634	5th Sept.	Shanghai, Moji & Kobe.
"SOUJAN"	6,696	6th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	8th Sept.	Moji & Kobe.
"TANDIA"	6,854	13th Sept.	do.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	5,840	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,000	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KASHMIR"	7,634	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,884	1st Nov.	Shanghai & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	7,634	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	5th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KASHMIR"	7,634	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,000	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	7,634	21st Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"MANTUA"	10,902	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 1/2 ft. x 1 1/2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—
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 22, Des Voeux Road Central, HONGKONG Agents.

STRUTHERS & BARRY
OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE

U.S.S.B. "WEST JESTER"	Leave Hongkong 1st Sept.
U.S.S.B. "WEST FARALON"	Leave Hongkong 22nd Aug.
U.S.S.B. "WEST SEQUANA"	Leave Hongkong 31st Aug.
U.S.S.B. "WEST SEQUANA"	Leave Hongkong 14th Sept.
U.S.S.B. "WEST SEQUANA"	Leave Hongkong 18th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

TO SAIGON AND MANILA. Due Hongkong 25th Aug.
 U.S.S.B. "WEST PROSPECT" Leave Hongkong 26th Aug.

TO BATAVIA, SEMARANG AND SOERABAYA.
 U.S.S.B. "WEST CHOPAKA" Due Hongkong 1st Sept.
 U.S.S.B. "WEST CHOPAKA" Leave Hongkong 2nd Sept.

TO MANILA, CEBU AND ZAMBOANGA.
 THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
 U.S.S.B. "WEST CAMONA" Due Hongkong 18th Sept.
 U.S.S.B. "WEST CAMONA" Leave Hongkong 20th Sept.

For Full Information, Apply to
STRUTHERS AND BARRY.
 1st Floor, Queen's Building.
 General Agent for JAPAN-CHINA-PHILIPPINES.
 INDO-CHINA-STRAITS & JAVA.
 G. F. BRADFORD, Res. Agent.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
SEANGHAI & NEWCHANG	"HUPEH"	On 21st Aug.	D.L.
SWATOW & SHANGHAI	"SOOCHOW"	On 21st Aug. 2.30 p.m.	
SWATOW & SHANGHAI	"SINKIANG"	On 21st Aug. 2.30 p.m.	
HOIHOW & BANGKOK	"CHEYAN"	On 24th Aug. 10 a.m.	
SHANGHAI & TSINGTAO	"YINGCHOW"	On 24th Aug. Noon.	
AMOY & SHANGHAI	"SHANTUNG"	On 26th Aug. D.L.	
SWATOW & BANGKOK	"KWANGTUNG"	On 26th Aug. 2.30 p.m.	
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 26th Aug. 2.30 p.m.	
WEIHAIWEI, CHEFOO & TIENHSIN	"HUICHOW"	On 27th Aug. 4 p.m.	
SWATOW & SHANGHAI	"SUIYANG"	On 28th Aug. 2.30 p.m.	
SHANGHAI & TSINGTAO	"KANCHOW"	On 28th Aug. D.L.	
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 31st Aug. 2.30 p.m.	

SEANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

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CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong	Sail for Manila, Sandakan, Thurs. Is. & Aus. Ports
"TAIYUAN"	23rd Sept.	28th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sails about 28th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUM).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" Sails about 25th August.
 S.S. "FIUME" Sails about 31st August.
 S.S. "PERSIA" Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails about 7th September.
 S.S. "LACONIA" Sails about 4th October.
 S.S. "FIUME" Sails about 7th October.
 S.S. "PERSIA" Sails about 7th November.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

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Agents.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
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REGULAR FREIGHT & PASSENGER SERVICE
 KEELUNG, HONGKONG, CANTON & HAIPHONG.
 SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" Sails about 21st Aug.

For KEELUNG via Swatow & Amoy

S.S. "CHUKWA MARU" Sails about 21st Aug.

For further particulars, please apply to—

Branch Office: No. 27, Des Voeux Road West, Tel. Central No. 155.

S. MITARAI, Agent, Top Floor King's Building, Tel. Central No. 140 & 447.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
JAPAN	Mitsushima Maru	20th Aug.
SHANGHAI	Luckow	20th Aug.
STRAITS	Glennau	20th Aug.
U.S.A., CANADA, JAPAN AND SHANGHAI	Leimena	21st Aug.
STRAITS	Prin. Grant	21st Aug.
STRAITS	Sumatra	21st Aug.
STRAITS	Sinkiang	21st Aug.
STRAITS	Tilawa	21st Aug.
STRAITS	Katori Maru	25th Aug.
JAPAN AND SHANGHAI	Nitama Maru	25th Aug.

OUTWARD MAILS.

FOR	PER	DATE
Swatow	Washing	Wednesday, 20th, 8.30 A.M.
Shanghai, Japan and Europe via Silesia (Correspondence specially superscribed via Siberia only)	Kaiwar I. Hind	10.30 A.M.
Sandakan	Hinsang	Non
Manila	Emp. of Asia	8.30 P.M.
Swatow, Amoy and Fuzhou	Chukwa Maru	5.00 P.M.
Shanghai	Glennau	5.00 P.M.
Haiphong	New Mathilda	5.00 P.M.
Seihoa	Dewanong	Thursday, 21st, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Silesia	10.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 1st Sept.	Mitsushima Maru	Registration, 8.45 A.M.
Swatow	Leimena	9.30 A.M.
Swatow	Tydrangas	2.30 P.M.
Haiphong	Takwa Maru	5.00 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America & EUROPE via San Francisco—due San Francisco, 15th Sept.	Korea Maru	Friday, 22nd, 8.45 A.M.
Swatow, Amoy & Fuzhou	Hailong	2.00 P.M.
Manila	Pres. Grant	3.30 P.M.
Jaya via Batavia	Tjikandi	3.30 P.M.
Japan, Canada, U.S.A., Central & South America & EUROPE via Victoria, B.C.—due Victoria, B.C., 15th Sept.	Proteus	Farce, 22nd, 5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 20th Sept.	Manila	Registration, 9.45 A.M.
Manila	Yuenang	10.00 A.M.
Swatow	Sinkiang	1.00 P.M.
Haiphong and Haiphong	Sinkiang	5.00 P.M.
Shanghai	Aschen	5.00 P.M.
Swatow, Amoy and Fuzhou	Kaijo Maru	Sunday, 24th, 9.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 24th Sept.	Adriatic	Monday, 25th, 1.45 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 24th Sept.	Kilano Maru	Registration, 8.45 A.M.
Shanghai and Japan	Katori Maru	10.30 A.M.
Swatow, Amoy and Fuzhou	Sumatra	Non
Shanghai, Japan, Canada, U.S.A., Central and South America & EUROPE via Vancouver, B.C.—due Vancouver, B.C., 15th Sept.	Emp. of Asia	Thursday, 22nd, 9.00 A.M.
Europe via Siberia (Correspondence specially superscribed via Siberia only)	Registration	9.15 A.M.
	Letter	10.00 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE (DIRECT).

ADRASTUS ... 25TH AUG. Marseilles, London, Rotterdam & Hamburg
TROILUS ... 1ST SEPT. London, Hull, Rotterdam & Hamburg
SARPEDON ... 9TH SEPT. Marseilles, London, Rotterdam & Glasgow
GLAUCUS ... 15TH SEPT. London, Dunkirk, Rotterdam & Hamburg
* Calls at Oran.

LIVERPOOL SERVICE (DIRECT) OR VIA CONTINENTAL PORTS.

IXION ... 21ST AUG. Genoa, Marseilles, Liverpool & Glasgow
EURYPYLUS ... 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow
ANTIOCHUS ... 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE (VIA KOBE OR YOKOHAMA).

PROTESILAUS ... 23RD AUG. Victoria, Seattle & Vancouver
ACHILLES ... 20TH SEPT. Victoria, Seattle & Vancouver

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

BELLEROPHON 21ST AUG. Boston & New York (via Suez)
PERSEUS ... 10TH SEPT. Boston & New York (via Suez)
TEUCER ... 1ST OCT. Boston & New York (via Suez)

PASSENGER SERVICE

PATROCLUS ... 16TH SEPT. Shanghai
SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
PATROCLUS ... 21ST OCT. Singapore, Marseilles & London
MENTOR ... 17TH NOV. Singapore, Marseilles & London
HECTOR ... 16TH DEC. Singapore, Marseilles & London
TEIRESIAS ... 29TH DEC. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

August 19th, 1924

On London—	
Telegraphic Transfer	4/4
Bank Bills, on demand	2/4 3/16
Bank Bills, at 30 days sight	2/4
Bank Bills, at 4 months sight	2/4
Credit, at 4 months sight	2/4
Documentary Bills, 4 months sight	2/4
On Paris—	
Bank Bills, on demand	97 1/2
Credit, 4 months sight	97 1/2
On New York—	
Bank Bills, on demand	5 1/2
Credit, at 30 days sight	5 1/2
On Bombay—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On Calcutta—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On Shanghai—	
Bank Bills, at sight	100
Private, 30 days sight	127 1/2
On Yokohama—On demand	107 1/2
On Manila—On demand	101
On Singapore—On demand	135 1/2
On Batavia—On demand	135 1/2
On Saigon—On demand	135 1/2
On Bangkok—On demand	135 1/2
On Hongkong, Bank's Buying rate	47.50
GOLD LEAF, 100 fine, per tael	47.50
SILVER, per oz	33 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$30,000,000
Issued and Fully Paid-up ... \$30,000,000
Reserve Funds: ... \$4,500,000
Sterling ... \$25,500,000
Reserve Liability of Proprietors ... \$30,000,000

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WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FOREIGN DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. H. BARLOW, Acting Chief Manager.
Hongkong, 15th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors ... £2,000,000

FOR EXCHANGE AND GENERAL BANKING Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 22,500,000
Reserve Fund ... Yen 12,900,000

Head Office—TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
CHINA—Guan, Kagi, Kankin, Keelung, Makung, Nankin, Peking, Shinghai, Tientsin, Tainan, Takow, Tamsui, Tientsin, Aikow.
CHINA—Shanghai, [Hankow], Kiangnan, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

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LONDON COUNTESS WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Mongolia, Japan, Indo-China, Siam, India, Philippines, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.
Z. YAMAMOTO, Manager.
HONGKONG BRANCH:
4, Des Voeux Road,
Hongkong, 28th June, 1924.

ROUND THE WORLD



The "Three Castles" Cigarettes have been smoked all round the world for many years. Their quality never varies.

Also Packed in Regular Size 20's and 50's

Three Castles

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 14, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
Paid-up Capital ... £1,800,000
Reserve Fund ... £1,200,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Calcutta, Canton, Hongkong, Kanton, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONGKONG BRANCH:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 94 Boulevard Haussmann, Paris.

Subscribed Capital ... Fr. 72,000,000
Paid-up Capital ... Fr. 68,400,000
Reserve Fund ... Fr. 53,867,283.44

BRANCHES:
Bangkok, Hongkong, Saigon, Batavia, Canton, Shanghai, Calcutta, Lyons, Nankin, Peking, Rangoon, Singapore, Soerabaya, Tientsin, Yokohama.

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IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 20th March, 1924. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 74,600,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:
Batavia, Kobe, Soerabaya, Bombay, London, Rangoon, Calcutta, Lyons, San Francisco, Canton, Los Angeles, Seattle, Hankow, Manila, Shanghai, Hongkong, Nankin, Singapore, Peking, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits at Rates to be obtained on application.
T. NISHIYAMA, Manager.
Hongkong, 24th July, 1924. [33]

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NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANK.

Established 1824.

Hongkong Branch established 1905.

Authorized Capital Guilder 150,000,000
(£12,500,000)
Paid-up Capital ... 80,000,000
(£6,400,000)
Reserve Fund ... 2,045,638
(£163,651)
Special Reserves ... 22,860,418
(£1,828,833)

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Batavia, Calcutta, Cheribon, Djember, Hongkong, Kanton, Kobe, Koto, Madras, Malacca, Medan, Padang, Palembang, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Sourabaya (Solo), Tegal, Tientsin and Weltevreden.

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Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAABGAARD, Acting Agent.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential

Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$50,000,000.00

Paid-up Capital ... 16,378,800.00

Reserve Funds ... 9,829,425.24

HEAD OFFICE—PEKING.

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Guaranty Trust Co. of New York.

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Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI, Manager.

Hongkong, September 8th, 1921. [38]